

## SAILING DIRECTIONS CORRECTIONS

**PUB 192**                      **7 Ed 2000**                      **LAST NM 23/01**

Page 91—Line 12/R; read:  
from June to August.

**Signals.**—International traffic signals, which are displayed at the majority of ports described within this sector, are as follows:

1. Three red lights shown vertically indicate that vessels shall not proceed.
  2. Three red flashing lights displayed vertically indicate that there is an emergency and all vessels must stop or divert according to instructions.
  3. Three green lights displayed vertically indicate that vessels may proceed in one-way traffic.
  4. Three lights displayed vertically, the two upper lights being green and the lower one being white, indicate that vessels may proceed in two-way traffic.
  5. Three lights displayed vertically, the upper and lower lights being green and the center light being white, indicate that vessels may proceed only when they have obtained specific instructions to do so.
- (BA NP 28) 25/01

Page 95—Lines 15 to 50/L; read:  
Route.

### Pilotage

Pilotage is compulsory in the open sea estuary of the Westerschelde for the following vessels:

1. All sea-going vessels with a Belgian destination, except those in ballast with a draft of less than 2.2m.
2. Vessels over 60m in length and all vessels carrying oil, gas, chemicals, or dangerous cargo (fully or partially loaded) with a Netherlands destination.

The pilot vessel (Belgian) for the Wandelaar Pilot Station (51°22.5'N., 2°43.0'E.) cruises in a location about 2 miles E of the E end of the West Hinder TSS, in the Precautionary Area.

Pilots for Nieuwpoort, Oostende, and Zeebrugge are available from this station.

Vessels should send a request for pilotage and an ETA to the Wandelaar Pilot Station (through Oostende OST) at least 6 hours in advance. Vessels should then contact the pilot vessel on VHF channel 65 at least 1 hour before arrival.

Wandelaar Pilot Station lies within the Traffic Area Wandelaar of the Scheldemond Vessel Traffic Service (VTS-SM) system.

For further pilotage information and details of the VTS procedures in the approaches to the pilot station, see Pilotage under Westerschelde (paragraph 6.7).

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Page 95—Lines 47 to 58/R; read:

**Pilotage.**—Pilotage is compulsory for all vessels, except those in ballast with a draft less than 2.2m. Harbor pilots can be contacted by VHF and board in the roadstead. Vessels

should send an ETA at the roadstead at least 6 hours in advance addressed to Loodswezen Oostende through Oostende (OST).

Vessels of over 75m in length to a maximum of 82m must also request permission to enter at least 24 hours in advance. Such vessels must reach the roadstead 2 hours 30 minutes before HW at the port.

Pilots are provided by the Wandelaar Pilot Station. See paragraphs 6.2 and 6.7.

Pilotage through Flanders Banks is advisable for vessels without local knowledge. Pilots for this route are available from Dunkerque.

**Regulations.**—The Scheldemond Vessel Traffic Service (VTS-SM) system operates in the W approaches to the estuary of the Westerschelde, N of Nieuwpoort. Wandelaar Pilot Station lies within the Traffic Area Wandelaar of this compulsory VTS system. For complete details of the VTS procedures, see Traffic Control under Westerschelde (paragraph 6.7).

(BA NP 286; BA NP 28) 25/01

Page 96—Lines 1 to 9/L; strike out.

(NIMA) 25/01

Page 96—Lines 25 to 45/R; read:

**Pilotage.**—Pilotage is compulsory for all vessels, except those in ballast with a draft less than 2.2m. Harbor pilots can be contacted by VHF and board vessels in Grote Rede near the Buitenstroombank lighted buoy (51°15'N., 2°51'E.).

Vessels should send an ETA at the A1 lighted buoy (51°22'N., 2°53'E.) at least 6 hours in advance addressed to Loodswezen Oostende through Oostende (OST) or Zeebrugge Traffic.

All vessels must contact Oostende Port Control on VHF channel 9 and request permission for entry.

Pilots are provided by the Wandelaar Pilot Station. See paragraphs 6.2 and 6.7.

Pilotage through Flanders Banks is advisable for vessels without local knowledge. Pilots for this route are available from Dunkerque.

**Regulations.**—The Scheldemond Vessel Traffic Service (VTS-SM) system operates in the W approaches to the estuary of the Westerschelde, N of Oostende. Wandelaar Pilot Station lies within the Traffic Area Wandelaar of this compulsory VTS system. For complete details of the VTS procedures, see Traffic Control under Westerschelde (paragraph 6.7).

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Page 97—Line 45/L; read:

and the W current about 1.5 knots.

**Caution.**—A submarine gas pipeline, which may best be seen on the chart, extends seaward from a point on the shore 1.7 miles ENE of Blankenberge, about 0.4 mile W of the W breakwater of Zeebrugge.

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Page 98—Lines 1 to 30/L; read:

**Pilotage.**—Pilotage is compulsory for all vessels, except those in ballast with a draft less than 2.2m. Harbor pilots can be contacted by VHF and board in the roadstead near the Zand lighted buoy (51°22.5'N., 3°10.1'E.).

Vessels should send an ETA at the A1 lighted buoy (51°22'N., 2°53'E.) at least 6 hours in advance addressed to Loodswezen Zeebrugge through Oostende (OST) or Zeebrugge Traffic.

Pilots are provided by the Wandelaar Pilot Station. See paragraphs 6.2 and 6.7.

Pilots board LNG vessels about 1 mile E of the AZ lighted buoy (51°21'N., 2°38'E.).

All inbound vessels should maintain a listening watch for LNG vessels on the appropriate VTS-SM VHF channel. When S of the Zand lighted buoy vessels should listen on VHF channel 71.

Pilotage through Flanders Banks is advisable for vessels without local knowledge.

**Regulations.**—The Scheldemond Vessel Traffic Service (VTS-SM) system operates in the W approaches to the estuary of the Westerschelde, N of Zeebrugge. Wandelaar Pilot Station lies within the Traffic Area Wandelaar of this compulsory VTS system. The port is situated within Traffic Area Zeebrugge.

For complete details of the VTS procedures, see Traffic Control under Westerschelde (paragraph 6.7).

Special rules are in force concerning the movement of LNG vessels within the port.

**Anchorage.**—Vessels may anchor in depths of 5 to 7m, about 1 mile NW of the port entrance.

**Signals.**—International port traffic signals, which control entry and departure, are displayed from the head of the W breakwater and from the tower at the head of Leopold II Dam (see paragraph 6.1).

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Page 99—Line 34/L; read:

Westerschelde estuary and may best be seen on the chart.

A Mine Laying Practice Area, the limits of which may best be seen on the chart, lies centered 7 miles NNW of the A1 lighted buoy (51°22'N., 2°53'E.).

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Page 99—Line 39/L; read:

2. Vessels over 60m in length and all vessels carrying

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Page 99—Lines 50 to 58/L; read:

advance with tow details.

All request for pilotage messages must include the following:

| Designator | Information Required   |
|------------|--|
| A          | Name, call sign, and flag.   |
| I          | Port of destination and time (GMT) of ETA at Wandelaar or Steenbank Pilot Station. |

| Designator | Information Required   |
|------------|--|
| O          | Draft (meters and centimeters).  |
| P          | Cargo product(s) carried. Technical name of any dangerous cargo.               |
| T          | Agent.   |
| U          | GRT and length.  |
| X          | Additional remarks concerning damage, injury, navigability, equipment or list. |

Vessels with a Belgian destination carrying dangerous cargoes, gas products, or which last carried gas products and are not gas-free are required to send the following additional information:

1. Name and call sign.
2. Date and time (GMT) of report.
3. Nationality.
4. Length.
5. GRT.
6. Destination.
7. Product, UN number.
8. Product, total quantity.
9. Name of agent/owner.
10. Carriage, or not, of a valid Compliance Certificate issued or recognized by the flag country and statement that the ship is loaded in conformity to it.

Vessels requesting a pilot by helicopter should also state in their ETA message that a pilot by helicopter is required and their direction of approach. VHF channel 9 is reserved for ship to helicopter communication.

Pilots can be transported to and from vessels by helicopter 24 hours per day.

Pilots are available at the following stations:

1. Wandelaar Pilot, a Belgian pilot vessel, which is stationed about 2 miles E of the E end of the West Hinder TSS, in the Precautionary Area.

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Page 99—Line 4/R; read:

the A1 lighted buoy (51°22'N., 2°53'E.).

Vessels should contact the pilot station on VHF channel 65, or Wandelaar Traffic Center, at least 1 hour before ETA at the boarding position.

This station also provides pilots for Nieuwpoort, Oostende, and Zeebrugge.

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Page 99—Line 11/R; read:

Schouwenbank lighted buoy (51°45'N., 3°14'E.).

Vessels should contact the Steenbank Traffic Center on VHF channel 64 at least 30 minutes before ETA at the pilot station (boarding position).

Vessels intending to anchor in the designated area lying 3.5 miles NE of Schouwenbank lighted buoy (51°45'N., 3°14'E.) should inform the Steenbank Traffic Center and, when anchored, keep a listening watch on VHF channel 64.

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Page 99—Lines 29 to 30/R; read:

Zeebrugge—less than 169m in length with a draft of less than 8m.

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Page 100—Line 6/L; read:

Wandelaar through Oostende (OST).

The ETA messages of vessels bound for Belgian ports must include the following:

appropriate Traffic Area Center (Wandelaar on VHF channel 65 or Steenbank on VHF channel 64). The report must include name, position, draft, and destination.

All inbound vessels must then maintain a VHF listening watch and report to the appropriate Traffic Area Center when entering the VTS-SM area and passing the call-in points, which are indicated on the

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| Designator | Information Required  |
|------------|---|
| A          | Name, call sign, and flag.  |
| I          | Port of destination and time (GMT) of ETA at Wandelaar or Steenbank Pilot Station.                    |
| O          | Draft (meters and centimeters).   |
| P          | Cargo and IMO category.   |
| T          | Agent.  |
| U          | GRT, length, and beam.  |
| X          | Additional remarks concerning damage, injury, navigability, equipment, list, and general particulars. |

Vessels carrying dangerous cargoes, gas products, or which last carried gas products and are not gas-free are required to send the following additional details:

1. Carriage, or not, of a valid Compliance Certificate issued or recognized by the flag country and statement that the ship is loaded in conformity to it.

2. Any deficiencies which may effect the ability to maneuver or the safety of navigation or any events affecting or putting in danger the marine environment or connected zones.

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Page 100—Lines 11 to 16/L; read:

The ETA messages of vessels bound for Netherlands ports must include the following:

| Designator | Information Required                         |
|------------|--|
| A          | Name, call sign, and flag.                   |
| B          | Date and time (GMT) of report.               |
| I          | Port of destination.                         |
| J          | ETA at Wandelaar or Steenbank Pilot Station. |
| O          | Draft (meters and centimeters).              |
| P          | Cargo and IMO category.                      |
| T          | Agent.                                       |
| U          | GRT, length, and beam.                       |
| X          | Any special particulars.                     |

All inbound vessels must report by VHF 30 minutes before entering the VTS-SM operational area to the